

## Message Text

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ACTION EUR-12

INFO OCT-01 EA-07 ISO-00 EURE-00 PM-04 NSC-05 SP-02 SS-15

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O R 091421Z SEP 76

FM AMEMBASSY BONN

TO SECSTATE WASHDC IMMEDIATE 1700

INFO AMEMBASSY TOKYO IMMEDIATE

AMEMBASSY MOSCOW

USMISSION USBERLIN

S E C R E T SECTION 01 OF 02 BONN 15115

E.O. 11652: GDS

TAGS: FREF PFOR JA GW UR

SUBJECT: DEFECTION OF SOVIET MIG-25 PILOT

REFS: (A) BONN 15075; (B) USBER 1868; (C) STATE 221006

BEGIN SUMMARY. FURTHER DISCUSSION OF HANDLING OF SOVIET AIRCRAFT IN THE FRG WITH FONOFF POLITICAL OFFICER ADDED NO SIGNIFICANT INSIGHTS ON FRG TACTICS FOR DEALING WITH THE SOVIETS. BASICALLY, THE FRG LINE HAS BEEN TO TELL THE SOVIETS THE MATTER IS UNDER CONSIDERATION. END SUMMARY.

1. MEYER-LANDRUT, IN CHARGE OF EAST-WEST RELATIONS SECTION OF POLITICAL DEPARTMENT OF FRG FOREIGN OFFICE, HAS PROVIDED A FEW ADDITIONAL DETAILS OF FRG HANDLING OF SOVIET AND EE MILITARY EQUIPMENT. MEYER-LANDRUT OBTAINED SOMEWHAT SKETCHY FACTUAL SUMMARY FROM SECURITY OFFICIALS IN THE MINISTRY OF DEFENSE, WHO HAD ALREADY BEEN VISITED BY TWO JAPANESE OFFICERS.

2. MEYER-LANDRUT MENTIONED TO EMBOFF THE THREE CASES

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ALSO DISCUSSED IN REF (A). HIS INFORMATION WAS THAT

THE MAY 25, 1967 MIG-17 LANDING (PARA 3, REF A) HAD BEEN PILOTED BY A CZECH. BECAUSE THE US WAS GIVEN IMMEDIATE CONTROL OF THE AIRCRAFT, HE HAD NOTHING TO ADD TO THE INFORMATION PREVIOUSLY REPORTED.

3. THE 1968 CASE ALSO INVOLVED A CZECH PILOT IN A MIG-17. IN THAT INSTANCE, THE MATTER WAS HANDLED BY FRG OFFICIALS. BECAUSE THE FRG AT THAT TIME HAD NO DIPLOMATIC RELATIONS WITH CZECHOSLOVAKIA, PROCESSING REQUIRED CONSIDERABLE TIME. ALL MESSAGES WERE RELAYED THROUGH THE SOVIET EMBASSY, WHICH REPRESENTED CZECH INTERESTS. MEYER-LANDRUT DID NOT GO INTO DETAILS OF THE CASE.

4. MEYER-LANDRUT'S VERSION OF THE MAY 27, 1973 SU-7 CRASH (PARA 5, REF A) WAS THAT THE AIRCRAFT, COMING FROM THE GDR, HAD CRASHED ON A BUNDESWEHR TRAINING AREA AFTER THE SOVIET PILOT HAD BAILED OUT. THIS MADE MATTERS EASIER, AS THE ENTIRE AREA WAS ALREADY CLOSED. (COMMENT: THERE IS CONFLICTING INFORMATION ON THIS POINT IN EMBASSY FILES. AN INITIAL REPORT FROM CINCUSAEUR STATED THAT THE CRASH SITE WAS LOCATED OUTSIDE A PERMANENT RESTRICTED AREA AND THAT THE BRITISH TOOK IMMEDIATE STEPS TO DECLARE IT A TEMPORARY RESTRICTED AREA IN ORDER TO HAMPER ACCESS BY SOVIET MILITARY LIAISON MISSION PERSONNEL. A DIFFERENT REPORT, PROVIDED BY THE BRITISH DEPUTY POLAD IN BERLIN, STATED THAT THE SOVIET MLM WAS INFORMED IMMEDIATELY THAT THE CRASH SITE WAS IN A PRA. END COMMENT.)

5. MEYER-LANDRUT STATED THAT THE SITE OF THE CRASH FACILITATED FRG DEALINGS WITH THE SOVIETS. THEY WERE TOLD THAT BECAUSE OF THE SITE IT WAS NECESSARY TO EXAMINE THE ENTIRE AFFAIR CAREFULLY. THERE WAS CLOSE AND IMMEDIATE COOPERATION BETWEEN FRG AND USAF SPECIALISTS IN EXAMINING THE WRECKAGE. THE AIRCRAFT WAS RETURNED TO THE SOVIETS AT THE GDR BORDER FOUR DAYS AFTER THE CRASH. MEYER-LANDRUT ADDED THAT NOT ALL THE PARTS WERE RETURNED BUT THAT THIS WAS EASY TO EXPLAIN BECAUSE OF THE NATURE OF THE CRASH.

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6. MEYER-LANDRUT STATED THAT, AS IN THE CASE OF ALL PERSONS SEEKING POLITICAL ASYLUM, THE FRG TRIES TO CONVINCE A PILOT TO BE CONFRONTED BY THE SOVIET EMBASSY. THIS FACILITATES FRG CONSULAR WORK IN THE SOVIET UNION, AND IT ALSO TENDS TO CLOSE THE CASE FROM THE SOVIET VIEWPOINT. HIS INFORMATION WAS THAT THERE WAS NO CONFRONTATION IN THE CASE OF THE SU-7

PILOT IN 1973 BECAUSE HIS WISHES TO AVOID SUCH A MEETING WERE RESPECTED. (COMMENT: ACCORDING TO EMBASSY FILES, THEPILOT DID ACTUALLY MEET WITH OFFICIALS OF THE SOVIET EMBASSY IN NUREMBERG AND INFORMED THEM OF HIS DESIRE FOR POLITICAL ASYLUM. SEE BONN 7083, MAY 20, 1973.

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END COMMENT.)

7. ACCORDING TO MEYER-LANDRUT THE GERMANS HAVE GIVEN THE FOLLOWING INFORMATION TO THE JAPANESE:

-- IN THE CASE OF THE SU-7 IN 1973, THE FRG COOPERATED WITH US SPECIALISTS IN EXAMINATION OF THE AIRCRAFT.

-- SOME MODERN AIRCRAFT HAVE DESTRUCTION DEVICES IF THE PLANE IS TOUCHED IN THE WRONG PLACES; ONLY PEOPLE WHO UNDERSTAND THESE THINGS SHOULD HANDLE THE PLANE.

-- THE NORMAL PROCEDURE WOULD BE TO HAND OVER THE AIRCRAFT AT THE BORDER. THIS WOULD OBVIOUSLY BE A PROBLEM IN THE CASE OF THE MIG-25, BUT IT WILL PRESUMABLY HAVE TO BE TRANSPORTED BY SURFACE IN ANY CASE BECAUSE THE RUNWAY AT HAKODATE IS TOO SHORT FOR A TAKEOFF.

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-- THE FRG STANDS READY TO ASSIST THE JAPANESE IN ANY WAY POSSIBLE.

8. AS FOR TACTICS WITH DEALING WITH THE SOVIETS, MEYER-LANDRUT SAID THE SOVIETS OF COURSE ALWAYS MAKE TWO DEMANDS -- FOR RETURN OF THE AIRCRAFT AND EXTRADITION OF THE PILOT. IN CASES OF ASYLUM, THERE IS THE ADDITIONAL REQUEST FOR CONFRONTATION. THE FRG SIMPLY INFORMS THE SOVIETS THAT THE MATTER IS UNDER CONSIDERATION AND THAT THEIR REQUESTS WILL BE ANSWERED WHEN THE FRG COMPLETES ITS CONSIDERATION. HILLENBRAND

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